(b) if so, the fund sanctioned for the purpose; and

(c) the steps taken to start the construction work?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) to (c) The Central Government is primarily responsible for the development and maintenance of National Highways (NH) only in the country. The responsibility for all other roads lies with the respective State Govts. The bridge, in question, over the river Kolab in Orissa does not form part of the NH Network and hence it is the responsibility of the Govt, of Orissa.

पत्तनों में निजी गोदी

1669. **श्री चीमनभाई हरीभाई शुक्ल**: क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि:

(क) गुजरात में कांडला पत्तन किन-किन पत्तनों में रक्षित निजी गोदियां हैं;

(ख) क्या कांडला पत्तन में तथा इसके इर्द-गिर्द अन्य लघु एवं मझोले पत्तनों में रक्षित गोदियों का निर्माण कराने के संबंध में कोई प्रस्ताव हैं;

(ग) कांडला पत्तन समेत किन-किन पत्तनों को अब तक रक्षित निजी गोदियों के निर्माण के लिए मंजूरी दी गई हैं; और

(घ) रक्षित निजी गोदियों के मामले में किन-किन शर्तो को पूरा करना पड़ता हैं?

जल-भूतल परिवहन मंत्री (श्री टी0 जी0 वेंकटरामन) : (क) से (ग) कांडला में बर्थ सं0 6 मैं0 जी पी कापेरिशन लि0 बैंकाक को पट्टे पर दी गई थी। इसके अतिरिक्त, मैं आई ओ सी, एच पी सी एल और इफ्को को आबद्ध सुविधाओं के निर्माण की अनुमति दी गई हैं। अन्य पत्तन केन्द्र सरकार के नियंत्रण में कार्य नहीं कर रहे हैं।

(घ) सरकार ने पत्तन क्षेत्र में निजी क्षेत्र की भागीदारी को प्रोत्साहित करने के लिए इस संबंध में विस्तृत दिशानिर्देश जारी किए हैं।

Decline in Share of National Shipping Lines in Overseas Trade

1670. SHRI KRISHNA KUMAR BIRLA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that National Shipping Lines continue to lose their share in the country's overseas trade;

(b) if so, what is the comparative percentage of decline in the share of the National Shipping Lines in the country's overseas trade during the last three years;

(c) what are the main causes for the declining trend in the shares of the National Shipping Lines in the country's overseas trade; and

(d) what measures are contemplated by Government to improve the situation?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) and (b) There has been a reduction in percentage terms in the carriage of India's overseas trade by Indian vessels during the 8th Plan period. However, in terms of volume, there has been no appreciable reduction. The year-wise share of Indian shipping in India's overseas trade during the 8th Plan period is as under:

Year	Total trade (Indian & Foreign Lines)	Indian Lines	Percentage
(MILLION TONNES)			(%)
1992-93	122.30	42.66	34.90
1993-94	136.97	46.07	33.60
1994-95	146.55	42.02	28.70
1995-96	166.10	46.00	27.80
1996-97	(Not Available)		

(c) The main reasons for the shortfall are as under:

(i) Indian shipping tonnage has not increased at a matching rate with the increase in sea-borne trade.

(ii) Indian shipping companies have been giverr*freedom to trade their vessels as per their commercial judgement in cross trade without any obligation to carry Indian cargo.

(iii) Inadequate fiscal and financial incentives.

(d) Government had constituted a Committee under the Chairmanship of Director **General of Shipping to recommend to the Government, National Shipping Policy. This Committee has since submitted its Report on 31.07.97.**

Delay in completion of Paradeep Port update project

1671. SHRI KRISHNA KUMAR BIRLA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the completion of Paradeep Port update project for expansion of mechanical coal handling facilities - is anticipated to be delayed considerably;

(b) if so, by when the project is likely to be completed according to the revised schedule as against the original target of its completion;

(c) what are the reasons therefor;

(d) the extent to which the cost of the project is likely to escalate as a result < thereof; and

(e) what steps have been taken by Government to ensure the completion of , the project according to the revised schedule to avoid further cost escalation? ,

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) and (b) Mechanical Coal Handling Project at Paradip Port is likely to be completed by December, 1999 as against the original target of 28th September. 1998.

(c) The reasons for delay are:

(i) Delay in obtaining Railway Approval for Train Unloading System and Rail Layout.

(ii) Litigation in the case.

(iii) Delay due to rebidding of a package because of withdrawal of bid validity by the successful bidder during extended bid validity period.

(d) The revised cost of the project is being worked out by the Port.

(e) The Government has constituted a High Level Steering Committee to monitor" the progress of the project. The monitoring of projects at Port and Ministry level has also been strengthened.

Repair of National Highways in Tamil Nadu

1672. SHRI N. THALAVAI SUNDARAM: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government are aware that most of the National Highways in Tamil Nadu are in tad condition which are damaging not only vehicles but also resulting excess consumption of petroleum products;

(b) the total amount sanctioned and released for repairing these highways during 1996-97 and 1997-98; and

(c) by when the repairing work is likely to be completed?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) Government of India keeps on monitoring the condition of National Highways and maintains the same in traffic worthy condition by alloting the funds annually to the State Government, within available resources, for regular repair/maintenance of damaged portion, if any, on National Highways.